

The Hongkong Telegraph.

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SATURDAY, OCTOBER 17, 1908

大拜禮

號七十月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Starting
£1,500,000 at 1/- = \$15,000,000
Silver \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. Shellin, Esq.—Chairman.

Hon. Mr. W. J. Gosses—Deputy Chairman.

H. G. Barrett, Esq. R. Shaw, Esq.

G. F. Bland, Esq. Hon. Mr. H. A. W.

C. S. Gubbay, Esq. Slade

W. Hals, Esq. H. E. Tomkins, Esq.

C. R. Lumsden, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 15th October, 1908. [14]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 15th January, 1907. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,500,000
ABOUT MEX \$7,332,222
RESERVE FUND Gold \$3,500,000
ABOUT MEX \$7,332,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum
6 " 3 " " " "
3 " 2 " " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000)

RESERVE FUND FL 5,752,384.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per cent. on daily balances.

Fixed Deposits 12 months 4½ per cent. per annum.

Do. 6 do. 4 do. do.

Do. 3 do. 3½ do. do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [16]

HOTEL CRAIGIEBURN,

PLUNKET'S CAP, the PRAX, near the TRAM TERMINUS Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS " 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, OHIO, CHENFOO, TIENTSIN,

Kobe, YOKOHAMA, NEWOHANG, DALNY,

OSAKA, NAGASAKI, PORT ARTHUR, ANTONG,

LYONS, NEW YORK, LIOYANG, MUKDEN,

SAN FRANCISCO, HONOLULU, TIE-LING,

BOMBAY, SHANGHAI, OHANG-CHUN,

HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposit—
For 12 months 2½ per cent.

For 6 months 2 per cent.

For 3 months 1½ per cent.

TAKKO TAKAMIOH,
Manager.

Hongkong, 12th September, 1908. [13]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,525,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

For 6 months, 3½ per cent.

For 3 months, 3 per cent.

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1908. [30]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,

Kobe, Peking, Singapore, Tientsin,

Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Cologne.

Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be arranged on application. Every description of banking and exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [30]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { DELHI About 30th } Freight and Passage

LONDON, &c., via usual Ports { ASSAYE 31st Oct. } See Sp. Advertiser.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES { SUMATRA 4th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE & SOMALI { Capt. A. G. Cubitt, R.N.R. } 31st Nov. { Freight and Passage.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 17th October, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

AGENTS FOR

AQUASCUTUM RAINCOATS.

THE ACME OF SMARTNESS, COMFORT & DURABILITY.

\$45.00 each.

OTHER MAKES

From \$25.00 each.

LANE, CRAWFORD & CO. [38]

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Telephone

No. 75.

THE ELECTRIC TRACTION COMPANY OF HONGKONG LIMITED.

NOTICE.

On and after the 1st November, 1908, and until further notice, the schedule of fares will be as follows:—

KENNEDY TOWN to CAUSEWAY BAY } 10 cents first class.

(any distance) 5 " third "

CAUSEWAY BAY to SHAUKIWAN } 10 " first "

(any distance) 5 " third "

Monthly tickets available for any number of journeys on any section of the line, for one Calendar month, may be obtained on application to the undersigned.

The charge for these tickets is \$10 each.

Monthly tickets are issued subject to the Bye-laws and Regulations of the Company, and to the following conditions:—

Payment to be made in advance in Hongkong Bank notes.

The tickets are not transferable and are available only during the month in which they are issued.

No refund can be made in respect of unexpired tickets.

SHEWAN TOMES & Co.,

Agents.

J. GRAY SCOTT,

General Manager.

Hongkong, 15th October, 1908. [914]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,303 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO

On SUNDAY, 18th October.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights

A. F. DAVIES,

Manager. [1]

GRAND CARLTON HOTEL

AND

ANNEXE,

8 & 10, Ice House Road.

Cable Address: "GRAND."—Telephone No. 812.

The Most Luxurious, Quiet and Comfortable private Hotel.

Secluded from the endless noise of Jinrickshaws.

Excellent Accommodation for Single and Family Visitors.

Excellent Cuisine.

Centrally Situated.

Matron in Attendance.

For Further Particulars, apply

MANAGER.

Hongkong, 9th October, 1908. [790]

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER. [611]

Hongkong, 16th July, 1904.

Mails.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINE

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN.....	"BORNEO" Capt. F. Sembill	TUESDAY, 9 A.M., 20th October.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"ZIETEN" Capt. F. Prosch	WEDNESDAY, Noon, 21st October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt.	About WEDNESDAY, 21st October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leuz	THURSDAY, 5 P.M., 5th November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th October, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	26th Oct., P.M.
MARSEILLES, VIA PORTS	CALEDONNIEN	Martin	27th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	9th Nov., P.M.
MARSEILLES, VIA PORTS	POLYNESE	Broc	10th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 15th October, 1908.

CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 Days.

LONDON and PARIS 20 Days.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLRV 19th Oct. | CORSE 12th Jan., 1909.

† OEVLAN 26th Nov.

S.S. "AMIRAL OLRV" expected on the 18th October.

† New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

160

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These Steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANY.

Hongkong, 15th October, 1908.

Intimation.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 35 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieberr, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

Shipping—Steamers.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN

Steamer	From	Expected on or about	Will leave for	On or about
CIJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
CIJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAP	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMARI	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJILIWONG	JAPAN	First half Nov.	JAVA	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 15th October, 1908.

[16]

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshoo.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshoo, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

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EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Aid, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON.

1, John Street, Bedford Square, W.C.1.

Hongkong, 15th October, 1908.

CALCUTTA.

59, Backhouse Street.

SHANGHAI.

50, Nanking Road.

TROUBLE IN THE NAVY.

DISAFFECTION ON A CRUISER.

A naval correspondent of the *Western Daily Mercury* reports mutinous conduct and disaffection on board the British cruiser *Gibraltar*, which left Plymouth for the Australian station after the naval manoeuvres, carrying relief details for certain of H.M. ships in those waters.

The usual sea-going routine of a warship was carried out during the early days of the passage. On the night of the 21st Aug. the order was given to "man and arm ship." This is an evolution generally carried out by daylight, unless under the war conditions, presumed to exist during Naval manoeuvres.

The men all went to their respective quarters, but the magazine was not opened out, nor was ammunition hoisted and placed in the gun casemates, as is usual in carrying out this exercise.

After the hands had been dismissed, and the watches below had turned in, the order was suddenly given for the men to leave their hammocks, return to quarters, and carry out the evolution properly, drawing the prescribed rounds of ammunition.

The *Gibraltar* carries 9.2-inch guns and 6-inch guns, the projectiles of which weigh respectively 380lb.—no light weights to manhandle. As soon as all the guns had been served, the order was given to "return stores." The men worked in silence, but with a demeanour of disapproval at what they apparently considered to be an unnecessary duty.

Next morning it was discovered that virtually all the gun sights in the ship had been damaged to such a degree as to render these delicate attachments useless. The destruction represented at least £500, and, more serious still, had the effect of depriving the cruiser of all fighting efficiency for the nonce.

On arrival at Trincomalee, the commanding officer of the *Gibraltar* sent a full report to Admiral Warrender, Commander-in-Chief on the East Indian Station, and the Admiral issued stringent orders that all customary privileges enjoyed by officers and men should be stopped until the culprit or culprits were discovered. Leave was forbidden; the canteen closed, and smoking prohibited.Under these very uncomfortable conditions the *Gibraltar* continued her voyage to Albany. An inquiry will doubtless be held.At the Admiralty, a representative of the *Pall Mall Gazette* was informed that the authorities had no information on the subject. [Reuter has since advised the correctness of the report.—Ed., H. & T.]

COUNT TOLSTOI.

SOME PERSONAL REMINISCENCES.

Zealous friends and admirers of Count Tolstoi have for some time been cudgelling their brains how best to celebrate the great man's eightieth birthday. One of the projects was to institute a pilgrimage to Yasnaya Polyana, the author's country-seat near Tula. Another brilliant brain evolved the idea of erecting a statue, as if the Russian Government would allow anything of the sort!

Tolstoi has several times during the past few weeks written to say that he does not wish any of these celebrations. Only the other day he dictated a letter which I saw, in which he pathetically refers to his old age and his desire to be left in peace. "I do not wish to receive deputations," he says. "There would be loss of dignity on both sides. I should feel like a fool myself, and I am sure the members of the deputations would feel foolish too."

The Countess has written that the Count is too ill to receive any visitors this week, and that even the usual family birthday gathering is to be abandoned this year.

When I first met Tolstoi some sixteen years ago he was busy on relief work in the starving province of Riazan. He was staying at an estate called Begichevka on the banks of the river Don, which was then frozen over, as it was mid-winter.

Every morning the Count would pull on his long felt boots reaching well above the knees, put on his rough untanned sheepskin coat and his fur cap, and lead the way out to the yard, where two small sledges stood ready.

In the first sledge the Count and I would take our places behind his old white horse, and in the second his daughter, the Countess Marie, with a young man who assisted in the relief work, would follow us.

Tolstoi never uses a whip, and seldom troubles about the reins. He talks to his horse, telling him to go slow or fast, or turn to left or right. Russian horses, trained in the country, always follow the track, although a recent snowfall may have obliterated all traces of the road. This is useful to drivers on dark nights. Leave the horses to themselves and they get you through all right.

On these drives to the various villages where soup kitchens were to be organized, or food and clothing were to be distributed, or arrangements made for the supply of fuel, Tolstoi would talk continuously to me on every variety of subject.

He was particularly displeased with people who accused him of having no religion and preaching false doctrines and trying to rouse the people against law and order.

Referring to some recent assassinations of people in high places, he said, what ten years later he repeated in a pamphlet on religion: "For nearly twenty years I have been repeating the same thing—that the whole matter lies in the spiritual condition of men, that all violence is a sin, and that the violence of those who fight against violence is absolutely senseless. And, therefore, no sincere man will confound me with revolutionary coërcionists. As to an insincere man being able to invent against me any calumny which may be useful to him, against this there is no means of guarding oneself; and, besides, it is not necessary. The solution proposed by revolutionists to meet force by force is manifestly impossible. The way of escape is neither in taking possession

of the instruments of production, nor in Parliamentary opposition to Governments, but in every man himself personally becoming conscious of the truth, professing it, and acting in accordance with it. As to the truth that man must not kill his fellow-man, this is so well recognised that every one is aware of it."

During my stay, Tolstoi spoke to me in Russian, breaking out occasionally into French, but I could not persuade him to talk in English, although he reads English easily. The Countess and her daughter spoke English perfectly.

One morning at breakfast Tolstoi was in boisterous spirits, his deep-set eyes twinkling with merriment, and his usually stern features relaxing with smiles and loud laughter, as he told us some funny stories of his younger days. One of these stories had reference to an episode which took place on a journey with post-horses when Tolstoi was perhaps about seven years of age. The carriage had stopped at a post-house to change horses, and when the party was ready to start young Tolstoi could not be found. They began to call for him, and presently he pushed his head out of a small window and asked them to wait a few minutes. It was then seen that half of his head had been closely cropped. He had taken a fancy to having his hair cut by an old woman belonging to the posthouse, so the carriage had to wait till the operation was concluded.

Soon after the publication of the "Kreutzer Sonata" I had heard it suggested that the novelist's family life was not so happy as it might be, and, bearing this in mind I took special notice of the relations between the Count and Countess and the members of the family. I must say, that never have I seen such a gentle husband and father, or so devoted and attentive a wife, or children who had such an evident respect for their parents. It was truly one of the happiest of family gatherings every evening, after the day's appointed work had been done and the "samovar" was steaming merrily on the table and the frugal meal was in progress.

After the vegetarian meal, the men of the party would sit at one end of the long table and engage in conversation or in games of chess, while the ladies busied themselves in household duties and sewing, while the Countess Marie would be immersed in the accounts of the soup-kitchens and relief work generally.

At eleven the Count would get up and announce that it was bedtime. He would go to his study and write, while the household retired.

The second evening of my stay I lit my candle in my bedroom and got into bed, where I enjoyed my pipe. No one of the Count's family smoked, a quite unusual state of affairs in a Russian house. In Russia the cigarette is everywhere; even in the banks the clerks smoke all day long, and so they do in all Government offices: so that this absence of tobacco fumes in Tolstoi's house struck me more forcibly than it would have done in England.

While smoking in my bedroom I busied myself making notes of the day's doings, and of Tolstoi's sayings. Presently I became aware of a slithered tread along the passage and I heard the Count's voice say as he pushed open my door: "Ah, I see someone is still awake. Do you care to have a chat?"

I readily acquiesced, and the tall gaunt figure, clad in a nondescript sort of dressing gown, with bare feet stuck into well-worn Persian slippers, walked across to the chair by the deal table which did duty as dressing table and washstand, and placed the guttering candle down.

"It is past one," he remarked, "and before turning in I thought I should like to have a talk about our relief work with my friend Boris. But alas!" he added, "his wonderful facial smile," the lady Boris is smiling like Gargantua, so I continued my walk to your room as I saw the light from under your door."

We talked on various subjects, principally on questions which have been fully dealt with in the English Press in articles on Tolstoi, and at three o'clock the Count rose, saying, "Now we must go to sleep, for the horses will be ready for us at half-past seven."

So ended what I imagine must have been the most curious interview which a journalist has ever had with the great Russian philosopher. E. C. Froom in *Pall Mall Gazette*.

Intimations.

PAIST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA

Hongkong, 20th July, 1907.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGGE (TASTELESS) FORM

A WONDERFUL DISCOVERY.

This is the age of recent and experiment, when all nature, so to speak, is ransacked by the new scientific method, and the happiness of man, if a man indeed, made glad by the discovery of the century, and among these no more health so potent—discovered in medicine comes that of

THERAPION!

This preparation is unquestionably one of the most genuine and reliable that has ever been discovered, and has, we understand, been used in the Continental Hospitals by Ricord, Moisson, Javal, Velpeau, Malgaigne, the well-known German, French, and Italian surgeons, and is now being used by all who are regarded as authorities in such matters, including the celebrated Lillienfeld, and those, by whom it was once time since universally adopted, and that it is worthy of the attention of those who require such a remedy, we think there is no doubt. From the time of Aristotle downwards, a potent agent in the (mental) or (physical) diseases has been the fixed phosphorus, and such could ever have been discovered and used, but the human mind is not so easily satisfied as the body, and in the other so effectively, speedily and safely, to support the system without the aid, or at least the knowledge of a second party, the science of acquired or inherited diseases in all their various forms, and to leave no stone unturned in the search for the most effective remedy.

THE NEW FRENCH REMEDY.

THERAPION

which is certainly rank with it, if not more potent, many of the discovered and used, which is a little unpalatable, and is not so easily made, and the extensive and ever-increasing demand that has been created for this medicine, has led to the discovery of a new and more powerful remedy, which is now being used by all who are regarded as authorities in such matters, including the celebrated Lillienfeld, and those, by whom it was once time since universally adopted, and that it is worthy of the attention of those who require such a remedy, we think there is no doubt. From the time of Aristotle downwards, a potent agent in the (mental) or (physical) diseases has been the fixed phosphorus, and such could ever have been discovered and used, but the human mind is not so easily satisfied as the body, and in the other so effectively, speedily and safely, to support the system without the aid, or at least the knowledge of a second party, the science of acquired or inherited diseases in all their various forms, and to leave no stone unturned in the search for the most effective remedy.

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

THIS SEASON'S SPECIALITIES—

Lime Fruit
Champagne,
Dry Ginger Ale,
Lemon Squash,
Champagne Cider,
Orange Champagne.

WATSON'S FRUIT SYRUPS

Mixed with Aerated or plain water make

DELICIOUS COOLING DRINKS.

Guaranteed to be made from the PURE JUICE OF SOUND RIPE FRUIT.

A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 17, 1908.

HONGKONG TRAMWAYS.

Probably there is not a single individual in Hongkong who is not thoroughly convinced that were he placed in charge of the management of the Tramway Company he could effect within a week improvements which would revolutionise the present service. It is one of the commonest traits in human nature to fancy that while people may make a hash of their own particular business they are yet supremely competent to guide the affairs of others, and none can speak with greater authority on that point than the average newspaper man whose invariable experience it is that on the opinion of others what he does not know about his own craft would fill volumes. The same thing applies to tramways, and, doubtless, when the Kowloon-Canton railway is in running order we shall find that this Colony contains a host of railway experts, who have studied the question from every aspect since the days of their infancy. Of course, it is really ignorance of the subject which leads the uninitiated to criticise at random the working of a system which embraces the needs of the Colony and to proffer, as idealistic views which must obviously have been formed on a profound lack of knowledge of all the conditions which have to be taken into consideration when any change is made in the working of an established tramway service. In the case of the tramways it must always be borne in mind that it is the object of the Electric Traction Company of Hongkong, Ltd., to popularise the service so that while it may offer the acme of convenience to the public it shall also prove a success financially. The Company could have no possible object in refusing to meet the legitimate demands of the travelling members of the community. Rather it is their endeavour to make the service so adequate that residents and firms in the end an absolutely essential addition to the amenities of the city. That this view has prevailed ever since Mr. J. Gray Scott became general manager of the system in Hongkong has been made manifest

by the numerous and frequent changes in the fare tariff and running times, which have been framed with the sole idea of accommodating the public and inducing, as well as retaining, their patronage. It is true that Mr. Gray Scott has been fortunate in having under his control a capable and efficient staff who have admirably seconded his efforts in this direction, but, after all, it is on the general manager that the burden of responsibility rests and it is to his initiative that any reforms which advance the interests of the Company and afford additional benefits to the public must be attributed. The latest improvement, which comes into force on the 1st of November next, is in the nature of a simplification of the fare charges. At one time, and not so very long ago either, the fares for varying distances were of so complicated a character that the casual traveller, when journeying along an unfamiliar route, was largely at the mercy of the conductor. Certainly, the lists were exhibited on the cars, but as everybody knows the ordinary man is seldom inclined to bother his head with arithmetical problems while watching the busy life of the city as the vehicle passes along the principal thoroughfares. That tariff was subsequently systematised and now there is to be a further change, in the rates, by which there can be no possible excuse for anybody to aver that they do not understand the principle on which the rates are charged. Henceforth, there are to be only two districts so to speak—Kowloon-Tsimshui and Causeway Bay and Causeway Bay to Shaukiwan. For each of these routes the charge will be ten cents first class and five cents second class. There are no intermediate distances and no differentiation of fares. We are of opinion that so far as the majority of those who use the cars are concerned the change will not affect them in any way, because the average first-class passenger usually pays for a ten-cent ride while we presume that the vast proportion of the Chinese pay five cents at the present time. The only people who will be affected are those who travel from the Post Office to Arsenal Street or between similar points and so far as our observation goes these are in the minority. The new system is based on that adopted on the Tuppenny Tube in London, while it is the system which prevails all over America. Monthly tickets are to be issued at the price of \$10 each, so that a daily passenger using the tramway four times a day and riding first class will save a matter of some \$2 a month. We feel confident that this innovation will prove successful, and congratulate the agents, Messrs. Shewan, Tomes and Co., and the general manager, Mr. J. Gray Scott, on their perspicacity in meeting what we believe to be, in hackneyed language, a felt want.

LOCAL AND GENERAL.

REGULATIONS relating to the maintenance of cisterns or tanks in houses are published in the Gazette.

TO-MORROW'S collections will be taken in the various churches in aid of the Alice Memorial and Affiliated Hospitals.

FOR conveying a quantity of gunpowder and fuses along the roads of She-poo, New Territory, without having the box labelled "Cangerous" a stone cutter, Sit Tak, was fined \$2 at the Police Court, to-day.

MAJOR-GENERAL BROADWOOD, Commander of the British troops at Hongkong, and party arrived at "Scout" 9.55 the 6th instant after travelling through Manchuria. General Broadwood was expected in Japan in a few days.

The offering in St. John's Cathedral and the Peak Church on Sunday next, St. Luke's Day, October 18th, will be given to the funds of the Alice Memorial and Netherdale Hospitals. The preacher in the Cathedral at Matins will be the Rev. A. Dallas Ennis, M.A., Chaplain to the Forces.

SERGT. L. C. REES and Mr. William Russell have been appointed 2nd Lieutenant in the No. 2 Artillery Company and the Engineer Company, Hongkong Volunteer Corps, respectively, with effect from the 2nd instant, and Company Sergeant Major J. I. Andrew to be a 2nd Lieutenant in the same Corps, with effect from the 12th instant.

In connection with the approaching naval review the Nagasaki-ken authorities have been advised by the Navy Department that Japanese warships will frequently traverse the sea at night off the coast of the prefecture during this month. Instructions are therefore to be given to masters of vessels navigating there waters to exercise great vigilance in order to avoid the risk of collision.

A COOLIE in the employ of a student, who resides at 466, Des Vaux Road West, was charged with stealing \$100 from his employer early this morning. Wong Mak was sweeping out the room when he noticed the bills lying on a table. He appropriated them, and continued with his work. When searched the money was found tied in his girdle. A sentence of three months' hard labour was passed.

THE Japan Chronicle learns from a Tokyo despatch that on the 5th instant the contract for a loan of ¥2,000,000 for the Toyo Kisen Kaisha was signed in London. The money is to be advanced by the London and Westminster Bank, and the loan will be guaranteed by the Daiichi Ginko and the Specie Bank. The term of the loan is two years, but the contract is to be renewed every four months. It is not stated what interest will be paid.

Floods in Kwangtung.

SUNNING RAILWAY DAMAGED.

PRIVATE RELIEF PARTIES ORGANIZED.

[From Our Own Correspondent.]

Canton, 16th October.

Reports have been received from the relief parties despatched to the flooded districts. They give the names of all the districts that have been inundated as follows: Fa Yuen, Saoni, Sunning, Hoiping, Yui Ping, Shuntak in the Kwangchow prefecture; and Ko Yiu, Ko Ming, Sze Wai, Hok Shao, in Shiu Hing prefecture, and some places in the sub-prefecture of Yuen Kung.

During the past two days urgent telegrams have been repeatedly received from the flooded districts by the Central Relief Committee and other institutions, asking for immediate assistance to the sufferers. Up to this morning six expeditions in all have been despatched by the Central Relief Committee, besides several private parties which had been organized, to the flooded districts to help the sufferers with biscuits, rice, and other necessary articles of food.

The gunboat *Fo Shin* has been placed at the disposal of the Relief Committee by the Shan Hou Chu to be sent to the inundated districts with provisions and supplies and to pick up any dead bodies on the scene of the awful disaster.

When the first expedition arrived at Sha Tou, in Sainan, the party distributed six hundred gunny bags to a number of the railway labourers there to assist the villagers in restoring the dykes that had collapsed.

The Sunning Railway has suffered to a great extent. A large portion of the road from the city of Sunning to the market-town of San Cheung has been washed away, leaving the bare tracks and rails as if they formed the skeleton of a human frame.

The new market-town of Kung Yick Fau close to San Cheung was inundated, the water rising as high as eight feet. About half of the buildings within the town have been destroyed.

Orders have been placed with all the bakers throughout the city of Canton for large quantities of biscuits for relief supplies.

The Canton Fong Yin Hospital has also applied to the authorities for the use of a gunboat to proceed to the devastated districts for the purpose of recovering dead bodies.

The Nambai Magistrate has sent deputies to make a tour of inspection of the flooded area to gather information of the disaster for report to the Viceroy.

STRANGE POISONING CASE.

A WOMAN'S FATAL ERROR.

A young Chinese woman met her death yesterday in a most extraordinary fashion—so strange that, although the police do not suspect foul play, they are making minute inquiries into the matter.

The woman—a concubine named Chan Sam—residing at 35, Aberdeen Street, purchased a few days ago a mixture for a cough, from which she suffered. At the same time she bought a bottle of disinfectant. Both bottles closely resembled each other, albeit the colour of the liquids varied a trifle. In a few days, by constant taking of the cough mixture, her throat trouble seemed ever so much better.

But the mistake was to come. Some time yesterday afternoon Chan Sam decided to take another dose. She picked up what she thought was the cough mixture bottle, poured a quantity of stuff into a tea-cup, and drank it. The mistake was obvious then. She had drunk the disinfectant for the mixture. She died before medical assistance could be summoned.

The sad occurrence was reported to Inspector Ritchie at headquarters, and Detective Sergeant Terrett caused the body to be sent to the mortuary for examination. Deceased was about thirty years of age.

A YOUNG SWINDLER.

BOAT BOY CONVICTED OF FALSE PRETENCES.

A boat boy named Wong Fuk, employed on board cargo-boat No. 592, was convicted in the Police Court, to-day, and sentenced to three months' hard labour for obtaining goods under false pretences. Yesterday, Wong went to a grocery shop in Connaught Road and ordered 122 cabbies of rice in the name of the master of the boat, who was known to the shop people. The rice was supplied to the youth, who took his departure. An hour or so later the shop assistant, becoming suspicious, called on the master of the cargo-boat to have the order confirmed. Of course, the transaction was not known to him, and steps were promptly taken to arrest Wong, who was found seated on Pottinger pier quietly discussing a cigarette. When asked what he had done with the rice he said he did not know. It was discovered afterwards that it was handed over to a colleague, who cannot be found. Wong pleaded guilty to the charge, and his conviction is recorded above.

A CHINESE passenger on the N. Y. K. steamer *Kumano-maru*, which arrived at Kobe on the 6th instant from Australia, was found to be suffering from leprosy and was prohibited from landing. He is to be sent back to Hongkong by the *Tango-maru* to-day, the 9th instant, says the *Japan Chronicle*.

ONE hundred and thirty-seven students who had completed their education abroad were before a Board of Examiners appointed by the Throne last week to be examined as to their qualifications, etc., for service under the Government. Mr. Chen Chong-sien, who had studied in the United States, headed the list of the successful candidates who were divided into three classes. Fifteen obtained First-class certificates; forty-five, Second-class, and forty-seven Third-class certificates. Twenty were rejected as failures, and it is reported that these were youths who had studied in Japan.

"CHOW" BILL DISPUTE.

LADY DEFENDANT'S NAME QUESTIONED.

Having practically recovered from her illness, Mrs. Maud Christie, who resides at 43, Connaught Road Central, appeared in the Supreme Court, this morning. Mrs. Christie was summoned by the Sang Cheong firm of compradors, 13, Victoria Street, to recover \$105.25—goods bought and supplied to the defendant.

Mr. Otto Kong Sing appeared for the plaintiff firm. Mr. J. H. Gardiner, of Messrs. Brutton and Holt, acted for the defendant.

Yuen Sin Tong, managing partner of the plaintiff firm, was called to prove the claim. He said that he knew the lady named "Maud," to whom he supplied goods.

The Police Judge—Maud? He has her entered in his books as "Maud."

The witness added that he supplied the defendant with goods during the months of October, 1905, to April 1906. After deducting payments made there remained a balance of \$105.25. Witness called monthly at 4, Old Bailey for his money and on each occasion he was paid by "Miss Maud." In April, 1906, she left the Old Bailey house and went to live at 4, Queen's Road Central, where she still continued to call for payments. Some months later plaintiff disappeared, and witness believed she went to Shanghai.

Cross-examined, the witness admitted that there were three or four partners in his firm. That included himself. He had known the defendant since October, 1905, but not before. The defendant did not call herself to open the account. She sent the cook, without a written order. Defendant never called personally at the shop. There were times when defendant sent a written order for goods, but he could not produce those orders now.

Mr. Gardiner—Can you tell us the name of the cook who came and gave orders?—Li Ying Tsai.

Was he the same man who gave the orders in October to April?—No. There had been several cooks engaged.

Can you tell us the names of any of the other cooks?—I cannot recollect the names of the others.

Witness, at this stage, pointed out a man who called at his shop with orders from "Miss Maud" for goods. That person was the house coolie. He never brought with him any written orders. Witness received from defendant personally all payments she made, and gave a receipt in each case in English. Witness was not told by the defendant that she was leaving for Shanghai. He was told that when he called at the house, for payment.

Mr. Gardiner—Why didn't you go and press for payment when you knew she was going to Shanghai?—I did not know she was going. Didn't you know she has been in the Colony for nearly a year?—I don't know.

When did you know she was in the Colony?—A few months ago.

When you instructed your solicitor you gave the name of "Malbert"?—I called her "Miss Maud."

Then it was a fabrication on the part of your solicitor to write to "Miss Malbert"?—He may have written it wrongly.

And you sent your account in another name?—

Mr. Otto Kong Sing—The lady's name was formerly Albert, later Christie. It was only a clerical error.

If the pass-book, did you or the defendant make the entries?—The entries were made by the cook in Chinese and translated into English by my clerk.

And have you those books?—Those books were kept by her.

Can you tell us what stuff you actually supplied?—General provisions, that is, eggs, chickens, meat, potatoes, etc.

Are you quite sure she got her butcher's meat from you?—Quite sure.

A cook, who was formerly in defendant's employ, spoke to going to the plaintiff's shop and getting food supplies. He denied being in the service of Ida Clifford. She, he stated, was only boarding with the defendant. He was at one time in the employ of a certain gentleman but had left, because he was weak in the legs and could not walk far.

A voice in the Court-room—He was dismissed because he was a thief.

Mr. Gardiner—Were you not dismissed because you were suspected of "stealing"?—No.

Mr. Kong Sing—That's beside the point. Has there been a prosecution?

Mr. Gardiner (continuing)—Were you kicked out?—No. I brought a substitute.

That was the plaintiff's case.

The defendant was called to the box and, before being sworn, said that she was no longer Mrs. Christie. She had not used that name for years. She took the name of Lewis now, because it was short. Witness deposed that she did not know the plaintiff firm, never had dealings with them. She got her butcher's meat and poultry from the Dairy Farm. She never ordered elsewhere. Towards the end of 1905 and the beginning of 1906 she took her meals at Thomas's Grill Room. It would not be likely under those circumstances for her to run up a comprador account. She never paid plaintiff any money—in fact, she did not know the man.

At this stage Mr. Gardiner thinking the witness was feeling faint applied to the Judge to allow her a chair, but the witness refused saying she was "all right."

Continuing, Mr. Gardiner produced a Dairy Farm bill for the month of June, 1906.

CANTON DAY BY DAY.

THE OPIUM TRADE.

[From Our Own Correspondent.]

Canton, 15th October.

Yesterday the Acting British Consul-General at Canton called on H. E. Viceroy Chang Jon Chun. It is reported that the purpose of the Consul's interview was to confer with His Excellency on the subject of the plan to be adopted for the prohibition of smuggling of prepared opium to Hongkong from Canton.

PRISONERS EXECUTED.

The two prisoners, Tai Ah-Fo and Chan Ah Ching, who were a short time ago extradited from Hongkong, have been found guilty of armed robbery and kidnapping; they were yesterday taken to the execution ground and beheaded.

TAOTAI WEN.

H. E. Wen Tsung Yao, the newly-appointed Imperial Assistant Resident Minister to Lhasa, Tibet, left here to-day by the s.s. *Paul Beau*, for Hongkong en route to his destination to take up his new appointment.

WM. POWELL, LD.

ANNUAL REPORT.

In their report of to-day's date, Messrs. Eich Georg & Co., share-brokers, write:—Wm. Powells are quiet at \$5. The 7th ordinary general meeting of shareholders will be held on 31st inst., transfer books closing from 26th instant to 31st instant, both days inclusive. The reports and accounts for the year ended 30th June, 1908, have appeared in print, from which we take the following particulars:

the profit and loss account, including the sum of \$41.81 brought forward from last account, shows a credit balance of \$2,303.95 (against \$4,940.97 for previous year, including \$182.06 brought forward from previous account), from which have to be deducted \$2,300 directors' and auditors' fees, leaving \$3.95, which have been carried forward. No provision has been made this time for bad debts or depreciated stock. The balance sheet on 30th June, 1908, showed: Capital liability \$150,000; sundry creditors \$10,735.24 (last year \$1,633.91); unclaimed dividend \$17.80 (unchanged) owing in the Hongkong and Shanghai Bank \$9,816.60 (last year \$6,304.00); and the balance of \$1.95. The assets consist of: sundry debtors \$8,842.8 (against \$15,727.35 as per last report), fixtures and fittings \$11,266.60 (last year 10,814.12); investments at cost \$90 (last year \$14.00); \$27.80 Hongkong and Shanghai Bank dividend account, \$147,186.04 represent the stock (last year \$154,916.10), and cash in hand and in London \$1,533.87 (against \$779.85 as per last statement).

LAU PING is a pig-dealer, residing at Ha Chun Tsung village, New Territory. In the Police Court, this morning, Lau was given a fortnight in prison for theft. Yesterday morning, he walked into a contractor's shop at 61, Queen's Road East to "get some work done." The matter could not be settled and Lau left with a metal water-pipe up his sleeve. He was seen, and for fourteen days Lau and the pig farm will be kept.

We have had cases of white women becoming infatuated with Chinese, but it is a rare thing when an Oriental woo a white woman and lavishes presents upon her, such an instance comes from Los Angeles, where an aged and wizened Celestial sent a love letter to a local chorus girl, with a present of his Chinese wife's only pair of trousers. The aged lover explains that by this gift he eliminates all danger of his wife spying upon his actions. We fear that he will come out of this love-making with little except experience in the ways of theatrical damsels, who have keen eye for the valuables that they can wheedle out of their admirers.

AT St. Andrew's Church, Kowloon, to-morrow, the Holy Communion will be administered at the close of the Evening Service, (Morning Prayer and Sermon at 11 a.m., attended (weather permitting) by the Church parade party of 14 Company, Middlesex Regiment, Children's Service at 3 p.m. (re-opening Sunday School for the season). Holy Baptism at 4 p.m. Evening Prayer and Sermon, and Holy Communion at 6 p.m. The "Off-stories" will be divided between the "Alice Memorial and Affiliated Hospitals" and the Church Maintenance Fund.

A meeting of all interested in the church is called for Tuesday next at 6 p.m. in the Vestry (or, if necessary, in church) for important business.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI LIBEL ACTION.

MR. BETHELL SUES THE "NORTH-CHINA DAILY NEWS."

[From Our Own Correspondent.]

Shanghai, 17th October,

10.5 a.m.

Mr. E. T. Bethell, the former Proprietor and Editor of the *Korea Daily News*, has instituted an action for libel against the *North-China Daily News*, claiming damages for the publication of a Japanese telegram concerning Mr. Bethell on the 31st of August.

[The telegram referred to was reproduced in the columns of the *Hongkong Telegraph* on a subsequent date, being taken from the columns of our contemporary. On representations being made by the legal advisers of Mr. Bethell, as to the totally unfounded character of the statements contained in the telegram in question, we published a full apology and retraction of the allegations therein contained.—Ed., H. K. T.]

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[The telegram referred to

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

GERMANY IN SHANTUNG.

DIFFERENTIAL TREATMENT AGAINST CHINESE.

[By courtesy of the "Sheung Po."]

Peking, 16th October.

The Governor of Shantung has forwarded a telegraphic despatch to the Waiwupu in which he intimated that the German authorities at Tsingtau had levied heavy taxes on the Chinese merchants there.

The despatch added that the merchants have retaliated by a cessation of business.

The Chinese Governor urged the Waiwupu to address representations to the German Minister in Peking for an explanation of the differential treatment against the Chinese and at the same time applied for directions as to how he should proceed in the matter.

THE AMERICAN FLEET.

CHINESE SQUADRON TO WELCOME.

[By courtesy of the "Sheung Po."]

Peking, 16th October.

The Imperial Government has commanded Admiral Sah Changping to proceed with the Northern Squadron to Amoy to welcome the American Fleet on their arrival in Southern waters.

THE DALAI LAMA.

OFFICIAL AMENITIES.

[By courtesy of the "Sheung Po."]

Peking, 16th October.

The Waiwupu has notified the Diplomatic Corps in Peking that the Dalai Lama is unable to return their official visits at present owing to exigencies of business.

RAILWAY TO TIBET.

URGED BY THE LAMA.

[By courtesy of the "Sheung Po."]

Peking, 16th October.

The Dalai Lama has had an Audience of the Throne on the 14th inst.

Among other matters advocated by the Buddhist Pontiff was the building of a railway to Tibet.

RAT DESTRUCTION.

A NOVEL TRAP.

"Far Cathay" writes in the *Daily Telegraph* on the 1st ultimo:—

"Will you allow me to describe to your readers a trap I have seen used by Chinese in rice godowns?"

Take a large cask or hoghead—it must be watertight. In the centre of the bottom of the cask place a brick on end. Put in sufficient water, so that the end of the brick forms a small island in the water. Cover the top of the cask with parchment or strong paper tied tightly like the cover of a pot of jam. For about a week or ten days place nightly an abundant supply of food which rats appreciate. From the top of the cask to the ground several old rails, giving an easy access to the top, will enable the rats to reach their lair.

When the food has been freely taken, on a given night cut a star in the parchment, thus forming four flaps. Supply no food.

Now for the trap in action. A rat goes for his evening meal, and slips down one of the flaps into the water beneath. As he cannot get out he swims to the island and squats there. He is soon followed by others, and a fight commences for the possession of the seat, accompanied by vociferous squealing. Nothing pleases a rat better than to witness a fight, and soon a large number hurry up the rails to see what is up, all falling in and increasing the tumult. When the trap has been carefully engineered the "big" is sometimes incredible. It also seems to have a moral effect on the survivors, who, scared by the mysterious disappearance of so many of the companions, leave the premises, and it often happens that not a rat is to be seen for a long period afterwards.

The trap is always more effective when placed in a warehouse recently emptied. As I say above, it should be carefully done; also the rats should be disturbed as little as possible during the time when the food is given them. A Chinese, as in everything else, is very cunning in seeing to all these small details.

THE STEAM LAUNDRY CO., LD.

ANNUAL MEETING.

The sixth ordinary general meeting of shareholders in the Steam Laundry Co., Ltd., was held at the office of Sir C. P. Chater, C.M.G., this afternoon for the purpose of receiving the report of the directors, with a statement of accounts to the 31st May, 1908.

Mr. W. Buxton Potts, chairman of directors, presided and there were present, Sir Paul Chater, Messrs. P. C. Potts, A. H. Silva, Mak Fok, and E. I. Chapman, secretary.

The Chairman said:—Gentlemen.—With your permission we will take the report and accounts as read. The profit on working account, though only some \$167 7½ better than last year, is satisfactory considering the depressed state of all business in the Colony. In the early part of the year under review we had expected to show a balance of \$3,000 more, but our earnings have fallen off owing to the smaller receipts from shipping and the hotels. Private washing is about the same as last year. The buildings did not suffer very severely in the typhoon of 27th July, and the damage done has not cost more than about \$500 to repair. Considering the enormous amount of damage done to property generally we think the Laundry was fortunate in getting off so cheaply. Now that our fixed assets will be reduced by the proposed writing off of \$3,357 35, to some \$4,000, below the Capital subscribed, we think that in future it will not be necessary to write off so largely, and it returns keep up we should be able to pay large dividends in future. Of course the actual depreciation of the machinery will have to be provided for. I shall be pleased to answer any questions to the best of my ability.

No questions were asked. The Chairman moved the adoption of the report and accounts.

Mr. P. C. Potts seconded.

The motion was unanimously adopted.

On the motion of Mr. P. C. Potts, seconded by Mr. Silva, Sir Paul Chater was re-elected a director.

Mr. A. O'D. Gaudin was re-elected auditor on the motion of Mr. Mak Fok seconded by Mr. Silva.

The Chairman—That is all the business, gentlemen. Dividend warrants will be ready on application on Monday. Thank you for your attendance.

COMMERCIAL.

YARN MARKET.

In their report dated 16th instant, Messrs. Phirozsha B. Petit & Co. write:—

Our last circular was dated the 2nd inst. The yarn market has continued to rule very firm during the past fortnight.

Owing to continued inquiries prices have advanced from \$1 to \$4 per bale. Demand has run principally on favourite chops of No. 100 with good business resulting both for "spot" cargo and to arrive. Purchases and settlements have been made for the most part on account of the Northern market. Following old-time custom when business begins to slacken off towards the beginning of the twelfth Chinese moon in each year, the natives have come forward to buy as largely as they have done during the past fortnight. It is rumoured that as soon as the river ports are closed to business by the water being frozen or running low, prices will undergo a set-back. Provided arrivals continue to come as meagrely as during the past few months, the small stocks in importers' hands will suffer further diminution leading to further enhancement in quotations. Dealers, too, are not left with much cargo in godown and as there is no indication pointing to any adverse circumstance overtaking the yarn market we feel confident that if prices do not mount higher they will remain stationary; depreciation is not to be anticipated.

As we write advices from the interior report distressing floods again in the Province of Kwangtung. On the present occasion it is the well-to-do districts of Sunning and Hoiping that are affected. Appeals for help have met with ready response both from Canton and Hongkong.

No. 20.—A moderate business transpired at an advance of \$1 to \$3 per bale.

No. 16.—No stock in favour; selected threads moved at an advance of \$1 to \$1.

No. 12.—Stock is almost exhausted. Selected threads are inquired after at an advance of \$1 to \$3 per bale.

No. 10.—In brisk demand and all available spot as well as forward contracts were entered into at an advance of \$1 to \$4 per bale.

No. 8.—No stock in request.

The Market closes very firm.

Sales:—1,725 bales of No. 100, 50 bales of No. 120, 250 bales of No. 160, and 1,375 bales of No. 200, in all about 6,900 bales.

Arrivals:—Per steamers *Kumang* and *Lightning* (from Calcutta), and *Wakuya Maru*, *Ischia* and *Araya* (from Bombay), of about 11,000 bales.

Unsold Stock:—About 9,000 bales.

Uncleared Stock:—About 17,000 bales.

Exchange:—We quote to-day as follows:—

India T. T. at Rs. 131 per cent.

Demand " " 133½

London T. T. 1 Sh. 9/16d. = \$

Demand " " 10½d. = \$

Shanghai " " 7½ = \$100.

Silver " " 23 17/16d. per oz.

The police yesterday arrested a man named Chao Chung and charged him in the Police Court, this morning, with robbing his employer of a leather box containing a gold finger-ring, one deposit receipt and two I. O. U.'s, and \$1.35 in cash, aggregating \$371.50. On this charge defendant pleaded not guilty. Chao Chung was formerly a cook in the employ of a shopkeeper, of 25, Connaught Road West. On the night of the 1st or early in the morning of the 2nd inst., he disappeared. At the same time the leather box disappeared and suspicion fell on him. Notice was given to the police, and Chao was run to earth. The case was adjourned.

A CHINESE BAZAAR.

THE SHEK-TONG-TSUI FAIR.

The Hongkong correspondent of the *London Morning Leader* writes under date 15th August:—A bazaar may not be a very wonderful thing in British eyes, but in China it ranks as one of those weird innovations that periodically make their appearance from the West. When the Chinese in Hongkong were informed by the Viceroy of Canton that some hundreds of their compatriots had been drowned by a disastrous flood on the West River, and that a million people were homeless and starving, one of the more modern spirits among the Chinese merchants in Hongkong proposed that a bazaar—an English bazaar—should be held in order to raise funds towards the relief of the sufferers.

The idea was received with some hesitancy at first, it was revolutionary and, so to say, un-Chinese. But as it was made, the committee who were looking after the funds decided to give it a trial. More, they resolved to ask Chinese ladies to act as stall-holders.

"Old China hands," as the returned wanderers in London are pleased to call themselves, can best appreciate what this meant in China. While it is true that Chinese ladies and Chinese girls of marriageable age are to be seen occasionally on the streets of Hongkong, accompanied by their amahs (who are veritable dragons in their way), the Chinese lady of position still prefers seclusion. Not that she is a nonentity behind the bars. Far from it. No Chinaman worth his salt in Hongkong would dream of entering into a speculative transaction without consulting his No. 1 wife, who rules the roost with a vigor and authority that leaves nothing to be desired.

IN TOSKY TURVEY LAND.

But there her duties end. She is seldom seen in public. She does not hanker after the flesh-pots of the thousand and one Chinese restaurants where night is turned into day. She is hardly ever seen at the theatre, and Government House does not know her name. The sensation that was caused when it was announced that Chinese ladies would attend at the stalls may, therefore, be imagined. The thing was unheard of in China.

Within a couple of weeks the bazaar was an accomplished fact. A wide area of unoccupied land, situated in the very centre of Chinatown—Shek-tong-tsui, for the benefit of those who know their Hongkong—had been placed at the disposal of the Chinese committee. Chinese contractors ran up a building of national design, mostly consisting of bamboo poles and matting in next to no time. The stalls were filled with the most heterogeneous collection of articles ever seen at a bazaar, everything being the gift of sympathisers European and Chinese. One firm gave thirty casks of cement, another sent a huge consignment of brandy, whisky, and butter, while the Japanese companies filled up half a dozen stalls with beer. Piles of rope went off like hot cakes at 28 cents a lb while as for soap, kerosene lamps, aerated waters, candles, bags of flour, umbrellas, picture postcards, embroideries, and china ware there was enough to last the Chinese community for six months and still leave something over.

NO CHANGE GIVEN.

But it was when the bazaar came to be opened that the Chinese characteristics were seen at their best. Sir Frederick Lugard, the Governor, opened the show in the usual way, but there was no need to call upon the Chinese to put their hands in their pockets. Incidentally it may be said that no change was given. Neither was there any touting by the Chinese ladies, who demurely stood behind the stalls, wondering, apparently, what all the excitement was about. One Chinaman gleefully strolled up to a stall and called for a glass of raspberry. He paid 150 dollars for the treat and seemed to think the money well spent. Not to be outdone, another called for lemons and gave 50 dollars for it. The meekest man in the crowd gave 10 dollars for a sip of soda water, and it was quite the proper thing to hand over 25 or 50 dollars for the mere pleasure of going into an empty glass.

Buyers could not waste all their energies on the refreshment stalls, of course; so they adopted other methods of dispensing their charity. A native artist had presented a painting of two Chinese ladies in the garb of the Red Cross Society. The upset price was put at 35 dollars, and no doubt, as the work of a Chinaman, it was worth the money. There was no formal auction—bidders simply intimated that they were willing to give so much for the work of art and left.

ACTIVE COMPETITION.

The first bid recorded was 40 dollars, which was raised to 120 dollars by the editor of the "Sheung Po," which is the leading vernacular paper of South China. The Hongkong Race King went 200 dollars better, and there the bidding ceased for the first day. Next morning a Chinese lady offered 500 dollars, with the stipulation that if anybody was willing to pay more she would give the money to the Bazaar Fund. In five minutes a Chinese merchant came forward with a bid of 500 dollars, so that a picture valued at 35 dollars realised 700 dollars.

A photograph of three children was offered at 1 dollar, and ultimately realised 50 dollars. An infant's scribble was scrambled for at 20 dollars, while another couple of scenes ran away with 150 dollars. As a matter of fact, under the guise of purchasing goods the Chinese gave away their money in charity.

The buyer of 30 casks of cement sent his purchase to Samahui to be used in the construction of embankments. Those who acquired floor and biscuits and eatables generally made no trouble about taking away the goods. But ordered them to be sent to Canton. The promoters of the bazaar started out in the hope of collecting 10,000 dollars as the result of the takings. They took something like 20,000 dollars the first day and when the bazaar was closed they had over 60,000 dollars to the good.

Considering that Hongkong is at present passing through a period of depression, and that outside the bazaar some 300,000 dollars was received as donations towards the relief of the flood victims, the bazaar was a decided success.

Today's Advertisements.

DR. W. R. LAMB,
AMERICAN OCULIST AND OPTICIAN.

KING EDWARD HOTEL ANNEXE NO. 21,
UNTIL OCTOBER 25TH, INCLUSIVE.

HAS the pleasure of announcing to the Citizens of Hongkong that he will extend his stay here until the 25th inst., as the time just announced has not been sufficient to attend to all who wish to consult him.

Dr. LAMB makes a specialty of Examining and Refracting the Eyes and Fitting Glasses, and he has all the modern instruments and apparatus, including the Javal Ophthalmometer and Electric Ophthalmoscopes for examining and refracting the eyes in the most thorough and perfect manner, and according to the latest and most approved methods as employed in the Metropolitan Eye Hospitals, by the best oculists abroad, and the largest supply and greatest variety of all kinds and styles of lenses and mountings of the best quality ever brought to this Colony, including over three thousand different and other Ocular troubles which the ordinary spherical lenses commonly used will not correct. The great majority—four fifths at least of those in need of glasses, require special lenses of this kind, which are always made to order and are absolutely necessary for the perfect correction of defective vision and the permanent maintenance of perfect sight.

Those who are troubled with weak or defective vision, who suffer from eyeache, headache in the orbital region, inflammation of the eyes or lids or weakness of the ocular muscles, or any of the numerous conditions due to eye strain and necessitating the use of glasses—and most of these troubles are permanently cured by accurate refraction and properly adjusted glasses—should avail themselves of the exceptional opportunity of having their eyes thoroughly and scientifically examined and refracted and obtaining glasses of the right kind, as this opportunity for completeness of apparatus and supply of lenses, thoroughness of examination, perfection of refraction which brings the vision up to the highest possible standard, and perfectly satisfactory results, is equal in every respect to the best obtainable anywhere abroad, as those who consult him are willing to attest.

Dr. LAMB is certificated in optics as well as in medicine and has made the Eyes a specialty for over 20 years so that a glasses supplied to his patients are warranted to be correct, and having thousands of references and testimonials from influential citizens of other British Colonies which he has visited professionally he can assure those in need of his services the most thorough, reliable and satisfactory professional work. Charges Reasonable. Consultation Free.

HOURS: 9 a.m. to 12 a.m. 2 to 5 p.m.

Hongkong, 17th October, 1908.

In the Matter of Ordinance No. 2
of 1892,
AND

In the Matter of the Petition of
WILLIAM HENRY LOCK, a Director of Linotype and Machinery Limited of 181 and 183 Fleet Street in the City of London, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an invention for "Improvements in linotype machines".

NOTICE is hereby given that the Petition Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM HENRY LOCK by MATTHEW JOHN DENMAN STEPHENS his Solicitor and Agent to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said Invention, at a sitting of the Executive Council to be held at the Council Chamber at the Government Offices, Victoria, Hongkong, on Monday, the 26th day of October, 1908, at 2.30 P.M.

Dated the 16th day of October, 1908.

MATTHEW J. D. STEPHENS,
Solicitor for the Applicant.

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, 30.10.08.

AND

THREE PRACTICE DANCES.

SCOTSMEN desiring to subscribe to the above are requested to forward their names to the undersigned.

DAVID WOOD,

Hon. Secretary.

Hongkong, 3rd October, 1908.

DISEASE AMONG CATTLE.

OUTBREAK AT THE DAIRY FARM.

The following letter from Mr. Adam Gibson, the Colonial Veterinary Surgeon, was considered at a special meeting of the Sanitary Board this afternoon:—

Sanitary Board Offices,
17th October, 1908.

Sir,—I have the honour to report for the information of the Board that foot and mouth disease exist in No. 4 Shek Sassoon's Villa, the property of the Dairy Farm Company, Limited. There are fourteen cows and twelve calves in the shed.

I have had the shed closed and the sale of milk from the affected shed stopped provisionally.

I beg to recommend that the Board declare the shed an infected area under Bye-law No. 12 of the Importation and Inspection of Animals Bye-laws under Ordinance 1 of 1903-1908—I have, etc.,

ADAM GIBSON,

Colonial Veterinary Surgeon.

The Secretary,

Sanitary Board.

At the meeting of the members this afternoon, it was resolved to declare No. 4 Shed an infected area.

BLUE FUNNEL v. C. P. R.

COMPETITION FOR CHINESE PASSENGERS.—When the Blue Funnel liner *Bellerophon* leaves the coast of British Columbia for the Orient this trip, she will carry 350 Chinamen who are returning to China after their financial milking of British Columbia, says the *Vancouver World* of 11th ult. Thus the voyage will mark the entry of the Holt liners into competition with the C. P. R. in a species of traffic of which the C. P. R. has hitherto enjoyed a monopoly. The Chinamen will join the *Bellerophon* at Victoria, and will be carried at a rate which is said to be \$10 under the rate charged by the C. P. R. Sam Kee, the Chinese merchant of this city, is acting as agent in the matter.

Just now inter-ocean competition of the big liners enters upon a new phase. The steamer *Glenary*, now lying at the C. P. R. wharf, has made her last trip, as she was chartered by the C. P. R. for six months only, and the charter of the steamer *Lennox* will also lapse in the near future.

When the charters held by these steamers have expired, the ships of the French line, *Charente-Rouille*, will take up the *Bellerophon*, runs of the *Lennox*, and *Glenary*, as the French line, by arrangement with the C. P. R. enjoys the privilege of carrying overland freight.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 31st October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mooltan* 15,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marsalla and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. *Macedonia*, due in London on 15th December, 1908.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Captain and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 17th October, 1908.

CASUALTIES IN THE RUSSO-JAPANESE WAR.

JAPANESE WAR.

Investigations are said to be still in progress regarding the casualties sustained by the Japanese army during the Russo-Japanese war. According to the *Jiji*, the result of the investigations carried out up to the end of August last is probably the nearest approach to accuracy that can be obtained, and it is not believed that the figures on that date will be much altered by the final result of the investigations. The figures are as follows:—

Killed on the field..... 48,428

Died from wounds or sickness..... 37,218

Total..... 85,646

Invalided..... 210,638

Wounded..... 147,108

Total..... 357,796

Grand total..... 438,442

—Japan Chronicle.

CHOLERA IN MANILA.

MERCHANTS INDIGNANT.

A general meeting of the Manila Merchants' Association will be held at 5 o'clock this afternoon for the purpose of discussing ways and means for the suppression of the present cholera epidemic, and the cleaning up of the city before the return of the Battleship Fleet in November, reports the *Cebu American* of 13th inst.

The meeting will also discuss the question of appointing a committee to investigate and fix the responsibility for the present existence of cholera in Manila, and to discover why more strenuous measures were not used when the Association, some four months ago, requested the government to take some action to protect the city against the cholera at the time raging in the northern provinces of the islands.

The merchants are highly indignant over the present state of hygienic affairs in Manila and will also consider such action as will tend to protect Manila against further outbreaks of this kind, and call on the government to adopt stringent sanitary measures that the health in all sections of the archipelago may be improved, and the same of the islands not suffer before the world.

To Let.

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908. [57]

TO LET.

CODEOWN No. 14, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1908. [49]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floor of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPRADEUR DEPARTMENT,

E. D. SASSOON & Co.,

Queen's Road Central.

Hongkong, 9th June, 1908. [188]

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1908. [59]

TO LET.

HATHERLEIGH, CONDOTT ROAD.

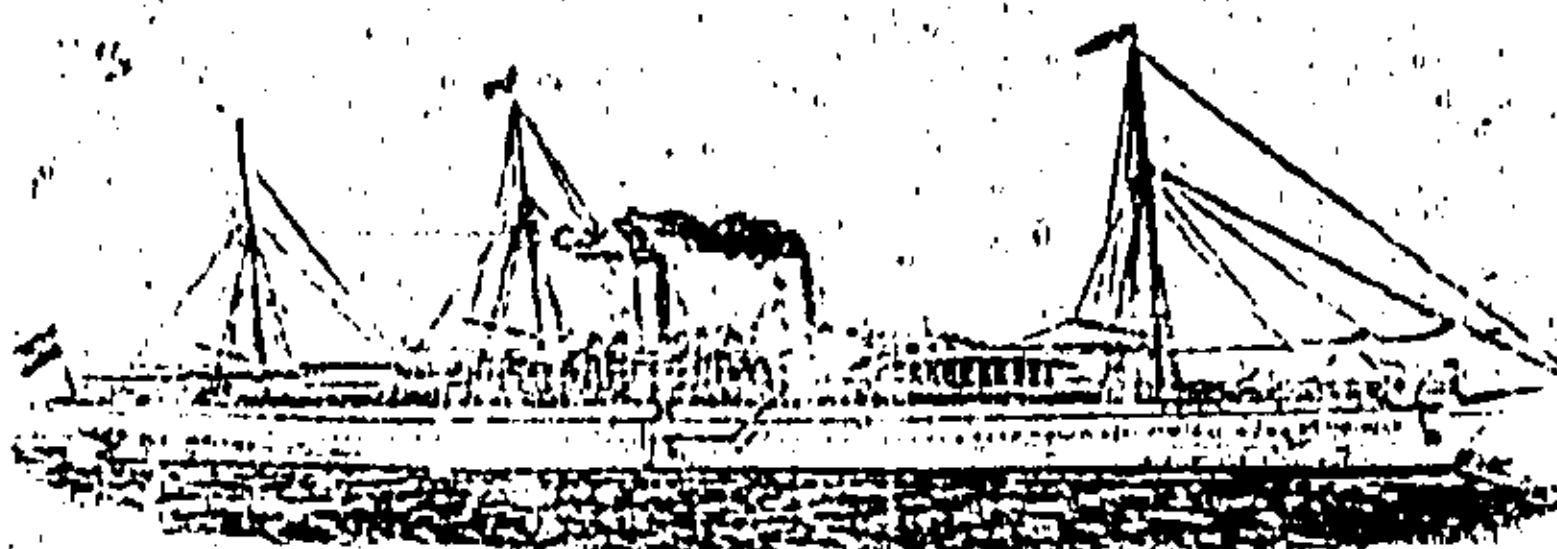
A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PHAYA EAST, BLUE BUILDINGS, and No. 16B, DES VO

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Sailing 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"GLENFARG"	3,617	WEDNESDAY, Oct. 28th	Nov. 25th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPRESS OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,013	SATURDAY, Dec. 12th	Jan. 5th, 1909.
"EMPRESS OF INDIA"	6,000	SATURDAY, Dec. 26th	Jan. 16th

S.S. "GLENFARG" is a Freighters only and does not carry Passengers.

"EMPRESS" steamships will depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPIRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 21st Class, via Canadian Atlantic Ports or New York £71.10. Hongkong to London, Intermediate, via Canadian Atlantic Ports or New York £40.10. Steamers, and 1st Class on Railways... £40.10. £42.10.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, &c., Corner "Adder Street and Praya, Opposite Blake Pier."

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	FOOSHING	TUESDAY, 20th Oct., Noon.
SANDAKAN	MAUSANG	WEDNESDAY, 21st Oct., Noon.
MANILA	LAONGSANG	FRIDAY, 23rd Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	WEDNESDAY, 28th Oct., Noon.
& MOJI		

RETURN TOURS TO JAPAN.
OCCUPYING 14 DAYS.

The steamers *Kutiang*, *Namang* and *Fooking* leave about every 3 weeks for Shanghai and Yokohama retaining via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Oheloo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

Telephone No. 61. Hongkong, 16th October, 1908. General Managers. [10]

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMSHIP	TO SAIL
NINGPO, SHANGHAI & CHINKIAI	"ANHUI"	19th Oct., 4 P.M.
MANILA	"TEAN"	20th "
CEBU & ILOILO	"KAIPO"	21st "
OHREFOO & TIENTSIN	"KUEICHOW"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY I. & AUSTRALIA	"CHANGSHA"	21st Nov.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 36. Hongkong, 17th October, 1908. AGENTS. [13]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 24th Oct., at Noon.
RUBI	2540	Almond	"	SATURDAY, 31st Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 17th October, 1908.

Shipping—Steamers.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Macfarlane, will be despatched at above on or about MONDAY, 19th October.

For Freight, apply to

JARDINE, MATHESON & CO., LD.,

Agents.

Hongkong, 22nd September, 1908. [853]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on TUESDAY, the 20th October, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 16th October, 1908. [905]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

S.S. "PATHAN" 31st October.

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 12th October, 1908. [850]

NORTHERN PACIFIC LINE

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
<i>Swerve</i>	6,235	W. Shotton	Nov. 10
<i>Kumieric</i>	6,232	F. S. Cowley	Dec. 1
<i>Yeddo</i>	4,563	G. B. McGill	Dec. 22
<i>Inveric</i>	4,780	J. Boyd	Jan. 12

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 10th October, 1908. [10-30]

HONGKONG, NEW YORK &
BOSTON.AMERICAN-ASIATIC STEAMSHIP
COMPANY.FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE" 10th Nov. 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 9th October, 1908. [901]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.35 each.

No Claims will be admitted after the Goods have left the Godowns.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 2nd Oct., 1908. [101]

Consignees.

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Douro* and *Charente*, from Havre ex S.S. *Dunkerque*, and from Bordeaux ex S.S. *Ville de Dunkerque*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 19th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 12th October, 1908. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"POONA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th October, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

F. J. ALBOTT,

Acting Superintendent.

Hongkong, 12th October, 1908. [17]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ASSAYE,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *China*.

From Calcutta, ex S.S. *Pulawan*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 15th October, 1908. [17]

FROM EUROPE.

THE H. A. L. Steamship
"SENEGAMBIA."

Captain Eckhorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Hongkong, 16th October, 1908. [917]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 14th October, 1908. [910]

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M., of the 17th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED

Agents.

Hongkong, 15th October, 1908. [916]

Intimations.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN—ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & CO.

Agents.

Hongkong, 11th July, 1907. [47]

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

CRAIGIPIPER.

Adams, F. R. J.	Kirk, Dr and Mrs.
Anderson, J. S. Major	Nichols, R. N. W.
and Mrs. F. H. E.	Tracy, Mr. & Mrs. Susan
Caldwell, G. E.	Rand, E. R.
Clothing, H. L.	Smith, Mr. and Mr
H. W.	Grant
Fletcher, H. L.	Smith, E. Grant
Gastor, Mr. E. R. A.	Stewart, Capt.
Jones, Dr. and Mrs. R.	Wells, G. L.

TO-MORROW.

St. John's Cathedral.

18th October, 18th Sunday after Trinity.

Holy Communion 7.30 a.m.

Matins 11 a.m., (Full Choir), Responses,
Ferial, Venite: Tucker, Psalm of the 118th
morning, Te Deum: Baker in F. Jubilate
Glorioso, Anthem: "O Saviour of the World

Hymns: 433 (I, 100) and 368 (II).
N. R. — Psalm 90, Verses 1, 2, 9, 10, 17, 19 in unison.
" 91, " 7: 14
" 92, " 1, 2, 9, 10 (Barnby) "
Presbyter: Rev. A. Dallas Egan, C.F.
Even-song 5:45 p.m., Responses: Ferial.
Psalm of the 18th evening, (II), Magnificat
Trie (2nd evening), Nunc Dimittis: Monk.
Hymns: 368 (II), 243 and 30.

St. Peter's Church.
Queen's Road West.
18th Sunday After Trinity.
Morning Prayer 11 a.m., Venite; Tucker.
Psalm: Barnby, Te Deum; Lawes, Hymns
104, 406, 394 and 222, Kyrie.
Holy Communion 12:15 p.m.
Evening Prayer 6:30 p.m., Gloria: Magnificat.

The Church launch *DaySpring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 4.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.), returning afterwards. All the sittings are free and unappointed. Visitors welcome. Books, &c., provided.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m., Benediction 5.30 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis Church, Wanchai:—Mass (C.M.S.) 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (E.A.S.), 10 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
The Rosary Church, Kowloon:—Every Sunday, Mass at 7.30 a.m. and Mass, followed by the Benediction of the Blessed Sacrament, at 9 a.m.
Union Church:—Services, 11 a.m. and 6 p.m.

A STATION.

CAPTAIN. **LAST REPORTED AT**

T. K. Fuller	Wooneng
C. Ryan	Christmas Island
Estkins	Miyadzu
R. O. B. Bridgeman	Shanghai
Under E. E. Noble	Shanghai
Under F. P. Heard	Hongkong
T. Borrell	Hongkong
Henderson, R. M.	Hongkong
Under A. L. Griffin	en route Singapore
Under Nugent	Weihaiwei
Under B. J. P. Guy, V.C.	Shanghai
Under Dickens	Weihaiwei
Under G. A. Fremantle	Weihaiwei
B. Marecaux	Weihaiwei
Under Baker	Miyadzu
	Miyadzu

der J. J. S. Lyns ...	Yangtse
H. Walter ...	Yessatan
Smil ...	Misra
der C. O. Walcott ...	Hongkong
der R. S. Roy ...	Yangtse
	Hongkong
der J. White ...	West River
der H. R. Tickell ...	West River
der Alas Dixon ...	Yangtse
low ...	Hongkong
L. H. S. Stokes ...	Hongkong
der H. R. Godfrey ...	Yangtse
der H. T. Attlay ...	Yangtse
renson ...	Weihaiwei
der J. P. Douglas ...	Singapore
der J. Kiddle ...	Hongkong
der H. P. Knox ...	Yangtse
H. R. V. Cottrell-Dormer ...	Yangtse
der G. R. Livingston ...	Yangtse

in Chief	_____
TION.	_____
DING OFFICERS.	LAST REPORTED AT

Journaler	000	000	000	000	000	an route Hongkong
rd	000	000	000	000	000	Canton
ts	000	000	000	000	000	Shanghai
	000	000	000	000	000	Kobe
	000	000	000	000	000	Yokohama
ndreville	000	000	000	000	000	Upper Yangts
	000	000	000	000	000	Tongku
	000	000	000	000	000	Upper Yangts
	000	000	000	000	000	Canton

Reserve.	Saipon
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000	Saipon

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000	000	000	000	000	Kelowna
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000	000	000	000	000	Osp Saint-Jacques

